GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:177
ANSWERED ON:25.07.2002
ACCIDENTS ON MANNED AND UNMANNED LEVEL CROSSINGS
RAJO SINGH;THAAWAR CHAND GEHLOT

Will the Minister of RAILWAYS be pleased to state:

:

(a) the year-wise and State-wise details of accidents which took place from 1999 to June, 2002 on the manned and unmanned level crossings;

(b) the details of loss of life and property suffered during the said period;

(c) the details of programmes and schemes being implemented for railway safety and for unmanned/manned level crossings; and

(d) the action taken/proposed to be taken to convert all unmanned railway crossings into manned level crossings, State-wise?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (d): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.177 BY SHRI THAWAR CHAND GEHLOT AND SHRI RAJO SINGH TO BE ANSWERED IN LOK SABHA ON 25-07-2002 REGARDING ACCIDENTS ON MANNED AND UNMANNED LEVEL CROSSINGS.

(a): The figures of accidents are not maintained Statewise. Zonal Railway -wise accidents at manned and unmanned level crossings from the year 1999- 2000 to 2002-2003 (up to June, 2002) are as under :-

	1999-2000		2000-2001		2001-2002+		2002-2003+ (April- June 2002)	
Railways	Manned	Unmanne	Manned	Unmanne	Manned	Unmanne	Manned	Unmanned
Central	5	7	1	5	1	6		
Eastern	2			1		1		
Northern	4	14	6	25	2	27		11
North Eastern		14	1	13	1	15	2	7
Northeast Frontier	3	4		15	1	2		
Southern	2	8	1	6	1	9	1	1
South Central	2	12	1	12		10		3
South Eastern	5	5		5	1	8		2
Western	3	3	1	1		3		5
Konkan Railway Corporation			1					
Metro								
Total	26	67	11	73	8	80	4	29

+ Figures are provisional

(b): Details of persons killed and loss of Railway property are given below :-

	1999-2000		2000-2001		2001-2002+		2002-2003+ (April-June 2002)	
	Manned	Unmanne	Manned	Unmanne	Manned	Unmanne	Manned	Unmanned
Loss of Railway propert y	Rs 2.15 lakhs	Rs 9.77 Lakhs	Rs 9.48 Lakhs	Rs 20.06 Lakhs	Rs 5.34 Lakhs	Rs36.52 Lakhs	Rs.0.5 6 Lakhs	Rs10.09 Lakhs
Persons Killed	37	201	16	138	13	152	58	37

+ Figures are provisional

(c)&(d) : Following steps are being taken to improve Railway Safety including that for manned and unmanned level crossings :-

(i)A non − lapsable Special Railway Safety Fund of Rs. 17,000/- crs. has been set up forrenewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.'routes having speeds above 75 kmph has been done and remaining portion of the work is under progress.

(iii) Extended field trials of Anti Collision Device (ACD) arebeing conducted on Northern Railway. After successful completion of extended field trials, a decision would be taken for its wider application.

(iv) Last vehicle check by Axle Counter have been introduced onover 175 block sections and more sections are being progressively added.

(v)State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(vi) Walkie − talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(vii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps having better visibility.

(viii) Tie Tamping, Ballast Cleaning Machines and Track Renewal Trains are being used to give superior track geometry.

(ix) To monitor track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(x)For detection of hidden flaws in rails/welds, adequate double rail Ultra Sonic Flaw Detectors have beenprocured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xi) At the Rail Rolling Mill, Bhilai, online Ultrasonic Flaw Detection (USFD) and eddy current testing is being done toweed out rails with defects. Vacuum degassing is being done to reduce hydrogen content and thus improve quality of rails. Indian Railways and Steel Authority of India Limited are also planning together to produce longer rails i.e. 26 metre and 65 or 78 metre, instead of conventional 13 metre length to reduce number of welds in the track.

(xii) The specification of Rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(xiii) Routine Over Hauling Depots have beenequipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

(xiv) Funds being received from the diesel cess are being used for safety related works pertaining to level crossings.

(xv) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings.

(xvi) Audio-visual publicity campaigns are conducted to educate road users on how to negotiate a crossing safely.

(xvii) Since accidents at unmanned level crossings take place due to negligence of road users, the State Governments can also help by exercising strict checks while issuing driving licences, specially to drivers of trucks, buses and other heavy vehicles. All Chief Secretaries have been requested to co-operate in educating road users.

(xviii) Joint Ambush Checks with civil authorities are conducted to nab errant road vehicle drivers under the provisions of the Motor Vehicles Act, 1988 and the Railways Act, 1989.

(xix) Manned Level crossings having very heavy traffic density are being progressively I interlocked with signals on a planned basis.

(xx)Telephones are also being gradually provided at all manned level crossing gates.

(xxi) Surprise checks, night inspections and periodic safety drives are regularly conducted to check the alertness of gatemen.

(xxii) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xxiii) Periodical Safety Audit of different divisions by inter- disciplinary teams from Zonal Headquarters is being conducted.

(xxiv) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of Simulators for training of drivers.

(xxv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

(xxvi) All new coaches are being fitted with Bogie Mounted Brake System.In addition, some of the existing coaches having adequate residual life are also being retrofitted with this system.

(xxvii) To improve crash worthiness of coaches, as an immediate measure, coach interiors are being re-designed with improved fittings and features, which would not cause injury. Simultaneously, the coach body will be re-designed to absorb more impact so as to keep passenger carrying areas intact.

(xxviii) New wagons being inducted into the system are equipped with more reliable Casnub Bogies. Bogie Mounted Brake System on wagons has also been developed and is under trial. The use of Composition Brake Blocks onwagons is being progressively increased.

(xxix) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality Maintenance System.

Accidents at unmanned level crossings occur due to the negligence of the road users who fail to follow the road signs and the rules and stipulations contained in Motor Vehicle Act, 1988 for safe crossing at level crossings. A programme has been made for manning of 4449 unmanned level crossings on Indian Railway. Out of which 2145 level crossings have been sanctioned till 2002- 2003. 356 Road over Bridges/Road Under Bridgesare being built on cost sharing basis in lieu of busy manned level crossings having Train Vehicle units (TVUs) more than 1 lakh per day.